



US Army Corps
of Engineers
Alaska District

Public Notice of Application for Permit

Regulatory Division (1145)
CEPOA-RD
Post Office Box 6898
Elmendorf AFB, Alaska 99506-0898

PUBLIC NOTICE DATE:	8 June 2007
EXPIRATION DATE:	9 July 2007
REFERENCE NUMBER:	POA-1979-291-00
WATERWAY:	Beaufort Sea

Interested parties are hereby notified that a Department of the Army permit application has been received for work in waters of the United States as described below and shown on the enclosed project drawings.

APPLICANT: BP Exploration (Alaska) Inc., P.O. Box 196612, 900 East Benson Boulevard, Anchorage, Alaska 99519-6612

LOCATION: The project site is located within Section's 11, 14, and 23, T. 12 N., R. 14 E., Umiat Meridian; USGS Quad Map Beechey Point B-3; Latitude 70.3870° N., Longitude -148.5157° W.; near Deadhorse, Alaska.

PURPOSE: The applicant's stated purpose is: "to maintain appropriate water depths for vessel safety and operations".

PROPOSED WORK: Due to the substantial number of potential dredge sites and various quantities dredged between sites the applicants narrative and tabular information are listed below to describe the proposed work.

"....Request for 10-Year Dredging and Gravel Storage/Disposal Approval

For the WDC, BPXA requests approval to dredge up to a total of 222,000 cubic yards per year of surplus material in the dock approaches and transit route to DH2 and DH3, and the STP seawater intake (Table 1; Figures 2 through 7). This amount includes a 20% contingency factor to cover uncertainties in the quantity estimates as well as severe storm activity. It also assumes dredging of all four areas during one open-water season; however, historically, dredging of the WDC typically has been conducted in only one or two areas per open-water season.

Table 1. Proposed Design Depth and Annual Maximum Dredging Quantities at the West Dock Causeway

Parameter	Dock Head 3 Approach*	Dock Head 3/2 Passage*	Dock Head 2 Approach*	STP Intake**	Total
Design Depth	9.0 ft	6.5 ft	6.5 ft	9.0 ft	N/A
Dredge Quantity	128,000 cy	32,000 cy	3,000 cy	22,000 cy	185,000 cy
20% Contingency	25,600 cy	6,400 cy	600 cy	4,400 cy	37,000 cy
Total Dredging	153,600 cy	38,400 cy	3,600 cy	26,400 cy	222,000 cy

* See Figure 2 (and greater detail in Figures 3 through 6).

** See Figure 7.

Because the vessels that have used DH2 and DH3 in recent years typically draw up to 5.5 feet, a 6.5 feet water depth that provides 1 foot of underkeel clearance is being requested for DH2 and for the approach to DH2 (see Figures 2). It is estimated that the annual dredging activities for the life of this 10-year proposal would require less than 20 working days to complete (except as noted below), weather permitting.

At least one major sealift at West Dock is expected to be scheduled over the next 10 years. It is assumed the maximum draft for sealift vessels will be 8 feet. Therefore, BPXA is requesting a maximum dredging depth of 9 feet at DH3, and the approach to DH3 (Figure 2), to provide 1 foot of underkeel clearance for such vessels. It is anticipated that during a sealift year, dredging is estimated to require less than 30 working days to complete, weather permitting.

As with the current permit authorization, prior to any dredging occurring at the WDC, BPXA will sample potential dredge material and test for contaminants and grain size. The number of samples will typically be three samples from each of the four areas in Table 1 in which dredging will be conducted, although BPXA may modify the number, based on conditions encountered in the field. The samples will be tested for Benzene, Ethylbenzene, Toluene, Xylene (BETX), Gasoline Range Organics (GRO), Diesel Range Organics (DRO), Residual Range Organics (RRO), Total Organic Carbon (TOC), and Total Metals (As, Cd, Cu, Pb, Hg, Ni, Ag, Zn). Fine-grained sediments, those having more than 50% passing the No. 200 sieve (United Soil Classification System), will be screened by barge to form a channel, if possible, rather than be dredged. If, however, dredging is determined to be necessary, the fine grains will be dredged then stockpiled along the causeway road between DH3 and the staging area. The stockpile may drain for up to a couple of weeks until maintenance crews can blade the wet sediment into the roadbed.

Priorities for use of dredged material on the WDC will be determined under the procedures currently in place for the WDC based on findings of shoreline monitoring assessments conducted twice per year along the causeway. Of particular importance in this regard are the survey data obtained along a series of shore-perpendicular transects at the time of each spring break-up inspection.

The dredging at DH2, DH3, the dockhead approaches, and the STP water intakes would be performed using one or more of the four dredging techniques currently already approved under BPXA's existing permit authorizations. They are:

1. Backhoe Operations from Dock—Move an extended-reach backhoe to the approximate edge of the dock face. The backhoe would reach out from the dock and remove materials to

a depth of approximately 6.5 feet below water line and up to 9 feet below water line at DH3 and adjacent to the STP seawater intake. This material would be loaded into dump trucks and transported to the previously designated dredge disposal sites on the WDC (see Figures 3 through 7). Once the materials are unloaded, the material would be positioned with a backhoe and graded to the desired contour by a bulldozer.

2. Drag Line w/Crane from Dock—Mobilize a crane in proximity to the edge of the dock face. The crane reaches out from the dock and places the bucket on the seafloor; a tag line attached to the bucket is then retracted, drawing the bucket across the seafloor back towards the dock face. The bucket will remove materials to a depth of approximately 6.5 feet below the water line at DH2 and up to 9 feet below water line at DH3 and adjacent to the STP seawater intake. This material will be loaded into dump trucks, and transported to the designated dredge disposal sites on the WDC (see Figures 3 through 7). Once the materials are unloaded, the material will be positioned with a backhoe and graded to the desired contour by a bulldozer.
3. Screed Barge—If necessary, screeding will be conducted to re-contour the seafloor bottom. A screed barge will be used to back-drag the designated dredging areas or transit route (Figure 2) to restore the seafloor to the desired water depths (i.e., 6.5 feet at DH2, 9 feet at DH3 and adjacent to the STP seawater intake). The screed is mounted on the end of a barge and adjusted to the required sediment level. The barge is then pulled by a tug straight offshore, with the screed leveling the seafloor sediment at the set depth, as necessary, to level the dredge areas indicated (see Figures 4, 6 and 7). With this method, dredged sediments from the screed will be deposited in the most offshore portion of the permitted dredging area.
4. Backhoe from Barge—for areas not reachable from the shore, a backhoe placed on a barge will be used as described in Method 1, with the operation occurring from a barge rather than DH2 or DH3.

[Note: BPXA is currently investigating the potential of another dredging technique, i.e., suction dredging, that has not been previously employed on the North Slope. Should BPXA wish to conduct a limited, test project of this method, it will request USACE approval in a separate letter to the USACE.]

For the four dredging methods requested, the limited duration of the dredging activities is not anticipated to impede fish passage or unduly impact the nearshore marine environment in a benthic ecosystem already adapted to frequent perturbations, such as summer coastal storms and winter ice gouging. Dredging will suspend sediments from the seafloor and cause some localized increases in turbidity. Fish present in the West Dock area during the open water season include Arctic and least cisco, broad whitefish, Dolly Varden, humpback whitefish, and several marine species. Fish are most abundant in the West Dock region during July and August and therefore could encounter the localized increased turbidity conditions from the dredging operations. However, given the short duration and the highly localized nature of the planned dredging activities (typically once per year, weather permitting) no significant impacts on fish movement are anticipated.

Based on BPXA's previous requests to date (and as described in the WDC Coordination Plan), BPXA understands that USACE-approved activities under this authorization would include:

- General maintenance dredging at DH2 dock face, DH3 dock face, dockhead approaches, the passage between DH2 and DH3, and adjacent to the STP seawater intake.
- Placement of WDC dredged material at locations on the WDC (and identified in Figures 3 through 7).
- Regrading and shaping of gravel berms at DH2 and DH3 to match barge heights.
- Regrading (smoothing) of beach material above waterline at the hovercraft approach

- ramp (DH3) to facilitate the Northstar hovercraft's exit and entry into the water.
- Annual installation of boat moorings during open water season at the STP for use by response vessels.

With the exception of the contingency for an occasional sealift at West Dock, these activities do not constitute any substantive change from what was previously identified in earlier BPXA requests to the USACE relative to the activities identified in the WDC Coordination Plan. BPXA requests that this modification be approved by the USACE to begin this open-water season and continue for 10 years.

As in past years, BPXA plans to complete the WDC in-water construction activities prior to September 1 of each year. Except for dredge material, the project is not expected to generate any significant quantities of waste materials. Any waste material generated as a result of these activities will be disposed of in an approved manner at existing sites and/or facilities. Solid wastes will be hauled off-site for disposal at the North Slope Borough landfill. Combustibles will be transported to the North Slope Borough incinerator."

ADDITIONAL INFORMATION: The West Dock Causeway has been in existence since the mid - 1970's with on-going maintenance and dredging. If a permit is issued for the proposed dredge action some portion or all of the material dredged under the permit would be used as erosion control material on the West Dock Causeway. Additional information on the use of that material as erosion control can be obtained via review of Corps Public Notice POA-1974-221-AA published concurrently with this public notice.

Regarding the proposed disposal of dredge material:

Quantity - At this time the Corps has not yet determined if a maximum dredging effort each year (220,000 cubic yards) would result in the need for the disposal of dredged material in any location other than on the West Dock Causeway (e.g. potentially dredging and therefore disposing of 2.2 million cubic yards in ten years). The Corps has determined that dredging has not consistently been an annual event, nor have quantities exceeding 200,000 cubic yards been typically dredged.

On-shore disposal - The Corps is currently aware of no know practicable on-shore dredge spoil disposal site or facility other than mine sites. Because disposal of salt laden material in mine sites could result in salt contamination issues, the Corps expects that if necessary dredge disposal in some area other than the causeway would be off-shore.

Authority - The U.S. Environmental Protection Agency (EPA) and the Corps are reviewing the four proposed dredge methodologies and the currently proposed disposal site to determine if Section 103 Marine Protection, Research, and Sanctuaries Act of 1972 authorization would be required for the proposed action. Section 103 is typically triggered if off-shore disposal involving transport of dredge material is involved. At this time the applicant has proposed no such disposal. However, as noted above the EPA and Corps will determine if dredging the maximum quantity proposed would trigger the need for the approval of an off-shore disposal site. If this is required the Corps would issue a second public notice related to this application for 15 days to define that disposal site.

MITIGATION: The applicant has proposed no mitigation. The Corps will determine appropriate mitigation via the inter-agency coordination and public comment process's.

WATER QUALITY CERTIFICATION: A permit for the described work will not be issued until a certification or waiver of certification, as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation.

COASTAL ZONE MANAGEMENT ACT CERTIFICATION: Section 307(c)(3) of the Coastal Zone, Management Act of 1972, as amended by 16 U.S.C. 1456(c)(3), requires the applicant to certify the described activity affecting land or water uses in the Coastal Zone complies with the Alaska Coastal Management Program. A permit will not be issued until the Office of Project Management and Permitting, Department of Natural Resources has concurred with the applicant's certification.

CULTURAL RESOURCES: The latest published version of the Alaska Heritage Resources Survey (AHRS) has been consulted for the presence or absence of historic properties, including those listed in or eligible for inclusion in the National Register of Historic Places. There are no listed or eligible properties in the vicinity of the worksite. Consultation of the AHRS constitutes the extent of cultural resource investigations by the District Commander at this time, and he is otherwise unaware of the presence of such resources. This application is being coordinated with the State Historic Preservation Office (SHPO). Any comments SHPO may have concerning presently unknown archeological or historic data that may be lost or destroyed by work under the requested permit will be considered in our final assessment of the described work.

ENDANGERED SPECIES: The project area is within the known or historic range of the Steller's and Spectacled Eiders, Eskimo Curlew and Polar Bear.

Preliminarily, the described activity is not likely to affect the Steller's or Spectacled Eiders, will have no effect on the Eskimo Curlew and is not likely to jeopardize the existence of the Polar Bear, or modify their designated critical habitat, under the Endangered Species Act of 1973 (87 Stat. 844). This application is being coordinated with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service (NMFS). Any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

Preliminarily, the described activity will affect EFH in the project area. This Public Notice initiates EFH consultation with the NMFS. Any comments or recommendations they may have concerning EFH will be considered in our final assessment of the described work.

TRIBAL CONSULTATION: The Alaska District fully supports tribal self-governance and government-to-government relations between Federally recognized Tribes and the Federal government. Tribes with protected rights or resources that could be significantly affected by a proposed Federal action (e.g., a permit decision) have the right to consult with the Alaska District on a government-to-government basis. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process. This Public Notice serves as notification to the Tribes within the area potentially affected by the proposed work and invites their participation in the Federal decision-making process regarding the protected Tribal right or resource. Consultation may be initiated by the affected Tribe upon written request to the District Commander during the public comment period.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, reasons for holding a public hearing.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impacts including cumulative impacts of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts, which the proposed activity may have on the public interest, requires a careful weighing of all the factors that become relevant in each particular case. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The outcome of the general balancing process would determine whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur. The decision should reflect the national concern for both protection and utilization of important resources. All factors, which may be relevant to the proposal, must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Commander determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Comments on the described work, with the reference number, should reach this office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision. Please contact Keith Gordon at (907) 753-2712, toll free from within Alaska at (800) 478-2712, or by email at keith.q.gordon@poa02.usace.army.mil if further information is desired concerning this notice.

AUTHORITY: This permit will be issued or denied under the following authorities:

(X) Perform work in or affecting navigable waters of the United States - Section 10 Rivers and Harbors Act 1899 (33 U.S.C. 403).

(X) Discharge dredged or fill material into waters of the United States - Section 404 Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230).

(X) Transport dredged material for the purpose of dumping it into ocean waters - Section 103 Marine Protection, Research, and Sanctuaries Act of 1972 (33 U.S.C. 1413). Therefore, our public interest review will consider the criteria established

under authority of Section 102(a) of the Marine Protection, Research and Sanctuaries Act of 1972, as amended (40 CFR Parts 220 to 229), as appropriate.

Project drawings, Notice of Application for Certification of Consistency with the Alaska Coastal Management Program, and Notice of Application for State Water Quality Certification are enclosed with this Public Notice.

District Commander
U.S. Army, Corps of Engineers

Enclosures

BP Exploration (Alaska) Inc.
P.O. Box 196612
900 East Benson Boulevard
Anchorage, AK 99519-6612

May 30, 2007

Mr. Keith Gordon
U. S. Army District Engineer
Regulatory Branch
P. O. Box 898
Anchorage, Alaska 99506-0898

Request for Modification to Department of the Army Permits for Dredging
Beaufort Sea 10 (Permit No. 1974-0221) and
Beaufort Sea 20 (Permit No. 1979-0291)

Dear Mr. Gordon:

BP Exploration (Alaska) Inc. (BPXA) requests U. S. Army Corps of Engineers (USACE) approval for modification of the Department of the Army permits for West Dock Head No. 2 (DH2, Permit No. 1974-0221) and West Dock Head No. 3 (DH3, Permit No. 1979-0291) to continue to conduct maintenance dredging of seafloor sediments offshore of DH2 and DH3, and in the area adjacent to the Seawater Treatment Plant (STP) seawater intake. These West Dock Causeway (WDC) activities will be conducted as indicated in the revised WDC Coordination Plan dated May 2007, and were reviewed in the WDC Spring Stakeholders' Meeting held at BPXA on April 20, 2007. However, since that meeting, and as suggested by the USACE, BPXA has modified this dredging request to also include a sealift contingency.

Background

In July 2000, BPXA assumed operator responsibility for the Prudhoe Bay Unit (PBU) including the WDC. As such, BPXA is responsible for all aspects of the operational activities on or around the WDC. Since 2000, at the request of agencies, BPXA has conducted WDC Stakeholder meetings twice a year for users and interested agencies. Each year, the spring meeting has served to inform users and agencies of the activities planned for the upcoming shipping season and to update BPXA's WDC Coordination Plan. Users meet again in the fall to discuss the activities that occurred, any lessons learned, and activities expected for the coming year.

Since assuming the role of operator, BPXA has submitted open-water activity approval requests to the USACE in letters dated June 1, 2001, June 5, 2002, March 11, 2003, May 13, 2003, June 20, 2003, June 16, 2004, June 20, 2005, and June 12, 2006. As referenced in the submittals, sediments on the seafloor near the WDC are continually being repositioned due to waves, currents, ice, and vessel propeller wash. So, to better understand sediment transport at the WDC, BPXA initiated an annual monitoring program consisting of spring and fall assessments along the WDC (described further in the WDC Coordination Plan and in Coastal Frontiers'

presentation by Craig Leidersdorf at the 2007 Spring Stakeholders Meeting). These surveys have helped to identify areas of erosion and accretion, and to assist in planning for subsequent maintenance dredging activities and erosion control activities for the WDC. Note that a BPXA request for USACE approval of continued erosion control activities at the WDC is being provided in a concurrent but separate letter request to the USACE.

Request for 10-Year Dredging and Gravel Storage/Disposal Approval

For the WDC, BPXA requests approval to dredge up to a total of 222,000 cubic yards per year of surplus material in the dock approaches and transit route to DH2 and DH3, and the STP seawater intake (Table 1; Figures 2 through 7). This amount includes a 20% contingency factor to cover uncertainties in the quantity estimates as well as severe storm activity. It also assumes dredging of all four areas during one open-water season; however, historically, dredging of the WDC typically has been conducted in only one or two areas per open-water season.

Table 1. Proposed Design Depth and Annual Maximum Dredging Quantities at the West Dock Causeway

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* See Figure 2 (and greater detail in Figures 3 through 6).

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Because the vessels that have used DH2 and DH3 in recent years typically draw up to 5.5 feet, a 6.5 feet water depth that provides 1 foot of underkeel clearance is being requested for DH2 and for the approach to DH2 (see Figures 2). It is estimated that the annual dredging activities for the life of this 10-year proposal would require less than 20 working days to complete (except as noted below), weather permitting.

At least one major sealift at West Dock is expected to be scheduled over the next 10 years. It is assumed the maximum draft for sealift vessels will be 8 feet. Therefore, BPXA is requesting a maximum dredging depth of 9 feet at DH3, and the approach to DH3 (Figure 2), to provide 1 foot of underkeel clearance for such vessels. It is anticipated that during a sealift year, dredging is estimated to require less than 30 working days to complete, weather permitting.

As with the current permit authorization, prior to any dredging occurring at the WDC, BPXA will sample potential dredge material and test for contaminants and grain size. The number of samples will typically be three samples from each of the four areas in Table 1 in which dredging will be conducted, although BPXA may modify the number, based on conditions encountered in

the field. The samples will be tested for Benzene, Ethylbenzene, Toluene, Xylene (BETX), Gasoline Range Organics (GRO), Diesel Range Organics (DRO), Residual Range Organics (RRO), Total Organic Carbon (TOC), and Total Metals (As, Cd, Cu, Pb, Hg, Ni, Ag, Zn). Fine-grained sediments, those having more than 50% passing the No. 200 sieve (United Soil Classification System), will be screed by barge to form a channel, if possible, rather than be dredged. If, however, dredging is determined to be necessary, the fine grains will be dredged then stockpiled along the causeway road between DH3 and the staging area. The stockpile may drain for up to a couple of weeks until maintenance crews can blade the wet sediment into the roadbed.

Priorities for use of dredged material on the WDC will be determined under the procedures currently in place for the WDC based on findings of shoreline monitoring assessments conducted twice per year along the causeway. Of particular importance in this regard are the survey data obtained along a series of shore-perpendicular transects at the time of each spring break-up inspection.

The dredging at DH2, DH3, the dockhead approaches, and the STP water intakes would be performed using one or more of the four dredging techniques currently already approved under BPXA's existing permit authorizations. They are:

1. Backhoe Operations from Dock—Move an extended-reach backhoe to the approximate edge of the dock face. The backhoe would reach out from the dock and remove materials to a depth of approximately 6.5 feet below water line and up to 9 feet below water line at DH3 and adjacent to the STP seawater intake. This material would be loaded into dump trucks and transported to the previously designated dredge disposal sites on the WDC (see Figures 3 through 7). Once the materials are unloaded, the material would be positioned with a backhoe and graded to the desired contour by a bulldozer.
2. Drag Line w/Crane from Dock—Mobilize a crane in proximity to the edge of the dock face. The crane reaches out from the dock and places the bucket on the seafloor; a tag line attached to the bucket is then retracted, drawing the bucket across the seafloor back towards the dock face. The bucket will remove materials to a depth of approximately 6.5 feet below the water line at DH2 and up to 9 feet below water line at DH3 and adjacent to the STP seawater intake. This material will be loaded into dump trucks, and transported to the designated dredge disposal sites on the WDC (see Figures 3 through 7). Once the materials are unloaded, the material will be positioned with a backhoe and graded to the desired contour by a bulldozer.
3. Screed Barge—If necessary, screeding will be conducted to re-contour the seafloor bottom. A screed barge will be used to back-drag the designated dredging areas or transit route (Figure 2) to restore the seafloor to the desired water depths (i.e., 6.5 feet at DH2, 9 feet at DH3 and adjacent to the STP seawater intake). The screed is mounted on the end of a barge and adjusted to the required sediment level. The barge is then pulled by a tug straight offshore, with the screed leveling the seafloor sediment at the set depth, as necessary, to level the dredge areas indicated (see Figures 4, 6 and 7). With this method,

dredged sediments from the screed will be deposited in the most offshore portion of the permitted dredging area.

4. Backhoe from Barge—For areas not reachable from the shore, a backhoe placed on a barge will be used as described in Method 1, with the operation occurring from a barge rather than DH2 or DH3.

[Note: BPXA is currently investigating the potential of another dredging technique, i.e., suction dredging, that has not been previously employed on the North Slope. Should BPXA wish to conduct a limited, test project of this method, it will request USACE approval in a separate letter to the USACE.]

For the four dredging methods requested, the limited duration of the dredging activities is not anticipated to impede fish passage or unduly impact the nearshore marine environment in a benthic ecosystem already adapted to frequent perturbations, such as summer coastal storms and winter ice gouging. Dredging will suspend sediments from the seafloor and cause some localized increases in turbidity. Fish present in the West Dock area during the open water season include Arctic and least cisco, broad whitefish, Dolly Varden, humpback whitefish, and several marine species. Fish are most abundant in the West Dock region during July and August and therefore could encounter the localized increased turbidity conditions from the dredging operations. However, given the short duration and the highly localized nature of the planned dredging activities (typically once per year, weather permitting), no significant impacts on fish movement are anticipated.

Should any dredging activities be required at the WDC, these activities would be coordinated with Mr. Henry Harrington and/or Mr. Mark Pokorny, the West Dock Coordinators, so the activities are in accordance with the WDC Coordination Plan and its long-range operations objectives. Mr. Harrington has reviewed and concurs with this submittal.

If dredging is needed, BPXA intends to conduct the dredging at DH2 and DH3 at first ice out in summer 2007. As such, it is possible that those dredging activities will be completed before the current authorization expires (July 28, 2007). However, because of the potential for a late breakup of the sea ice, unexpected summer storms and the need for subsequent dredging during the same shipping season, BPXA would appreciate your timely consideration of this request.

Based on BPXA's previous requests to date (and as described in the WDC Coordination Plan), BPXA understands that USACE-approved activities under this authorization would include:

- General maintenance dredging at DH2 dock face, DH3 dock face, dockhead approaches, the passage between DH2 and DH3, and adjacent to the STP seawater intake.
- Placement of WDC dredged material at locations on the WDC (and identified in Figures 3 through 7).
- Regrading and shaping of gravel berms at DH2 and DH3 to match barge heights.

Mr. Keith Gordon

May 30, 2007

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- Regrading (smoothing) of beach material above waterline at the hovercraft approach ramp (DH3) to facilitate the Northstar hovercraft's exit and entry into the water.
- Annual installation of boat moorings during open water season at the STP for use by response vessels.

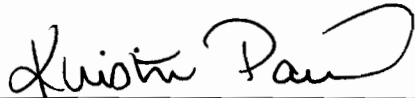
With the exception of the contingency for an occasional sealift at West Dock, these activities do not constitute any substantive change from what was previously identified in earlier BPXA requests to the USACE relative to the activities identified in the WDC Coordination Plan. BPXA requests that this modification be approved by the USACE to begin this open-water season and continue for 10 years.

As in past years, BPXA plans to complete the WDC in-water construction activities prior to September 1 of each year. Except for dredge material, the project is not expected to generate any significant quantities of waste materials. Any waste material generated as a result of these activities will be disposed of in an approved manner at existing sites and/or facilities. Solid wastes will be hauled off-site for disposal at the North Slope Borough landfill. Combustibles will be transported to the North Slope Borough incinerator.

The 2007 open-water activities will be coordinated by Henry Harrington and Mark Pokorny, BPXA's WDC Coordinators, in accordance with the long-range operations plan for the WDC. Mr. Harrington, or his designee, has reviewed and concurs with this submittal.

If you have any questions or need additional information, please contact me at (907) 564-5612, Lee Ann Gardner at (907) 688-1400, or Henry Harrington/Mark Pokorny at (907) 659-5734.

Sincerely,



Kristin Paul, Permitting Advisor
HSE-Alaska

KP/LAG/lag

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Attachments (Figures dated May 2007):

Figure 1 – Vicinity Map

Figure 2 – Dredging Plan

Figure 3 – West Dock Causeway from Shore to Dock Head No. 2 Dredging Plan

Figure 4 – West Dock Head No. 2 Dredging Plan Detail

Figure 5 – West Dock Causeway to West Dock Head No. 3 Dredging Plan

Figure 6 – West Dock Head No. 3, PM-2 and Small Breach Dredging Plan

Figure 7 – STP and North End of West Dock Causeway Dredging Plan

Coastal Project Questionnaire

cc: w/ attachments:

J. Aiken , NSB

D. Blank, USEPA

L. Bright, USFWS

B. Greene, ADNR/OPMP

R. Mclean, ADNR/OHMP

B. Smith, NMFS

S. Schmitz, ADNR/DOG

G. Schultz, ADNR/DMLW

Mr. Keith Gordon
May 30, 2007
Page 7

bcc:

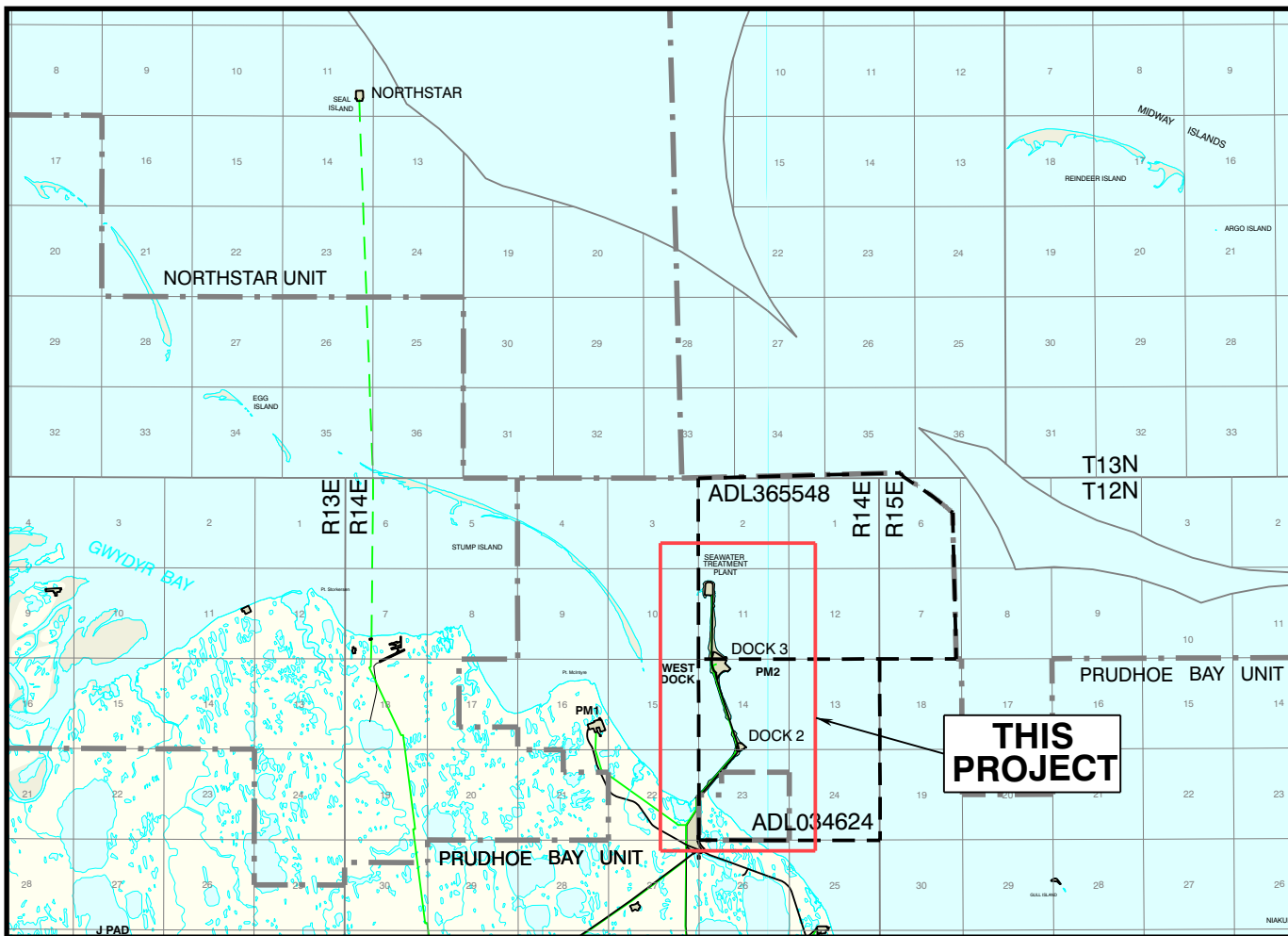
NSU Roads, Pads & Remediation TL (Harrington/Pokorny/March)
GPB, SSEP Const. TL
GPB Envir. Advisors (Services)
Northstar HSE Advisor
L. Gardner
K. Paul

w/o attachments:

NSU Nstar Ops. Support Supervisor
C. Bailey
M. Bronson
Read File
ACS Planning and Development Manager (L. Majors/K. Linderman)

File Copy:

1069.07.05, Erosion Control STP/Maintenance Dredging DH2/DH3 – 2007



This map is based on U.S.G.S. quad Beechey Point (B-3)
and on the Unit Operator's Facility Maps.



PROJECT LOCATION:

All coordinates are NAD83

WEST DOCK HEAD NO. 2

LAT. = 70° 23' 13.3"
LONG. = 148° 30' 56.7"

X = 1,822,881.59 FEET

Y = 5,993,228.15 FEET

ASP ZONE 4 NAD 83

WEST DOCK HEAD NO. 3

LAT. = 70° 23' 59.1"
LONG. = 148° 31' 25.3"

X = 1,821,791.52 FEET

Y = 5,997,857.47 FEET

ASP ZONE 4 NAD 83

SEAWATER TREATMENT PLANT

LONG. = 70° 24' 43.7"

LONG. = 148° 31' 52.2"

X = 1,820,767.10 FEET

Y = 6,002,366.73 FEET

ASP ZONE 4 NAD 83

SECS. 11, 14, 23, T12N, R14E, UMIAT M.

ADL#'s 365548 & 034624

DATUM: MEAN SEA LEVEL

PURPOSE: MAINTENANCE

ADJACENT PROPERTY OWNER:

STATE OF ALASKA

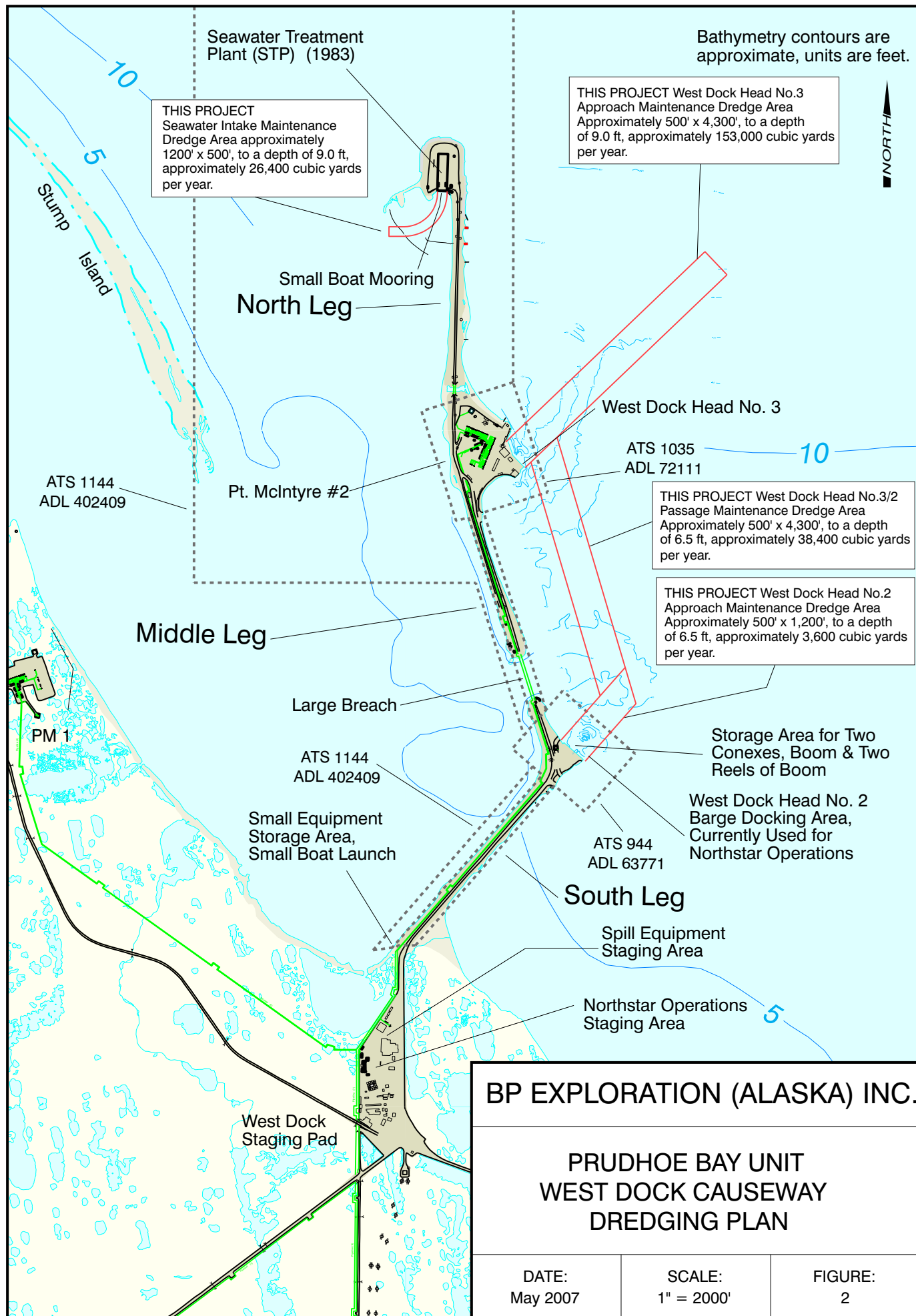
BP EXPLORATION (ALASKA) INC.

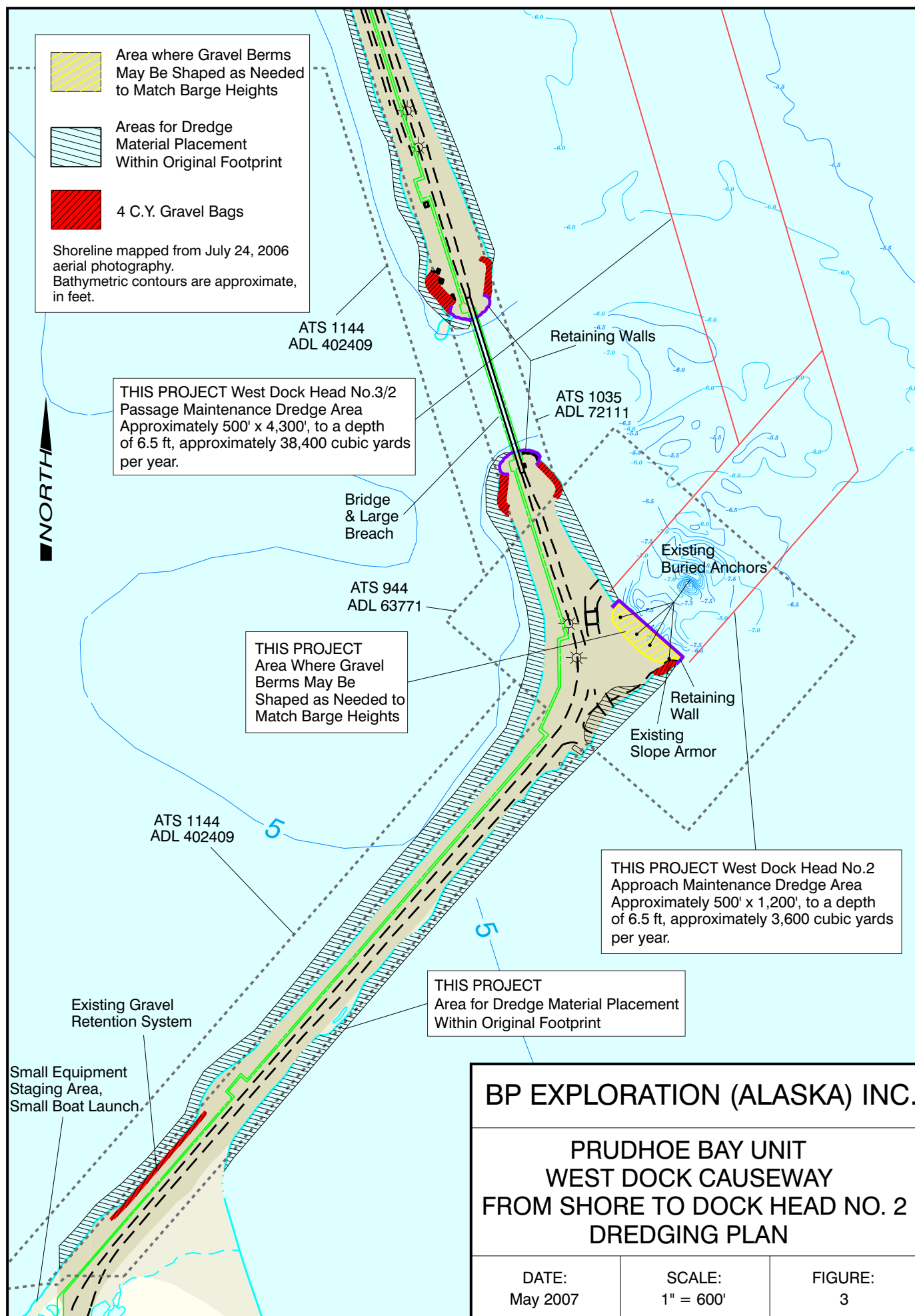
PRUDHOE BAY UNIT WEST DOCK CAUSEWAY VICINITY MAP

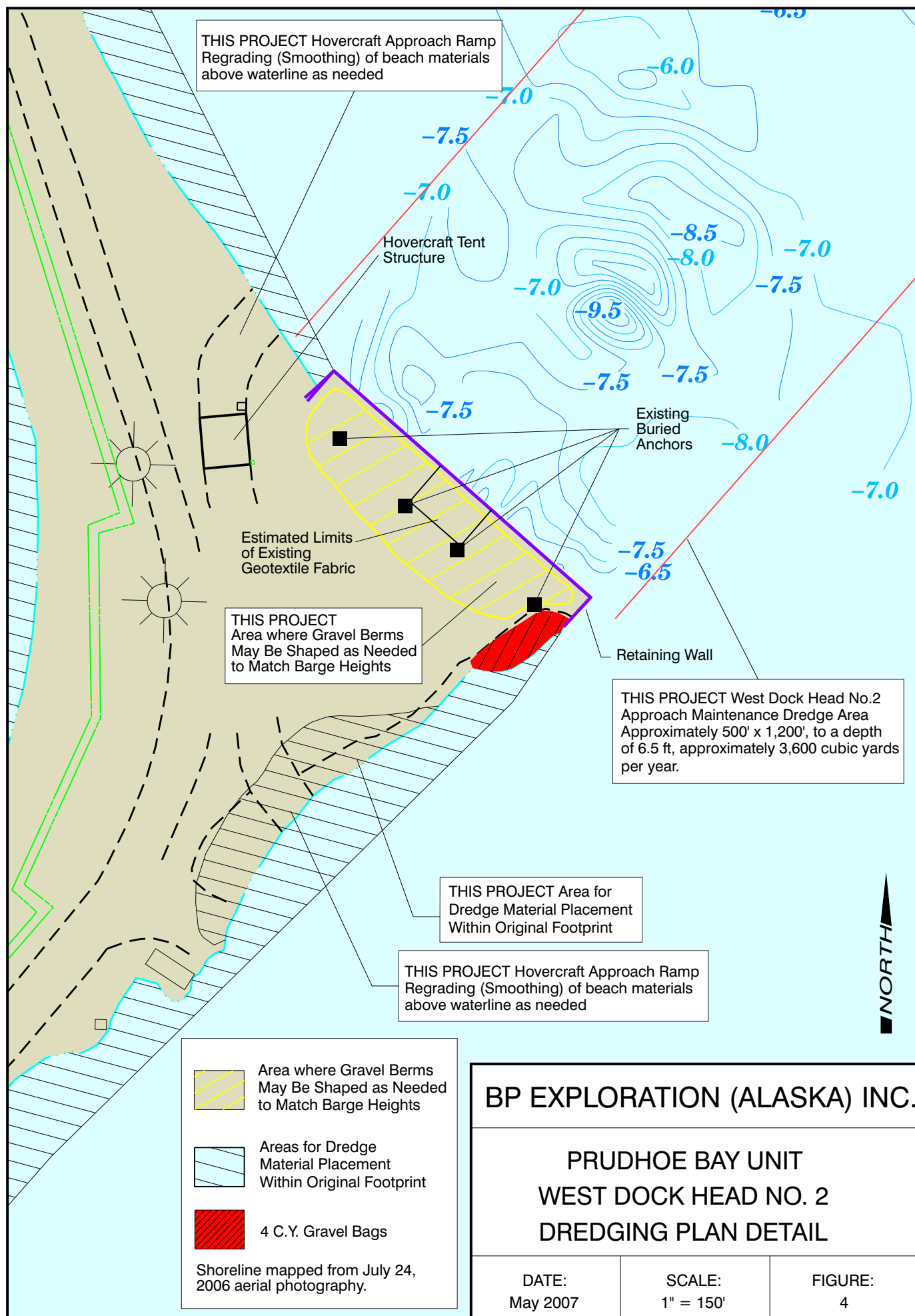
DATE:
May 2007

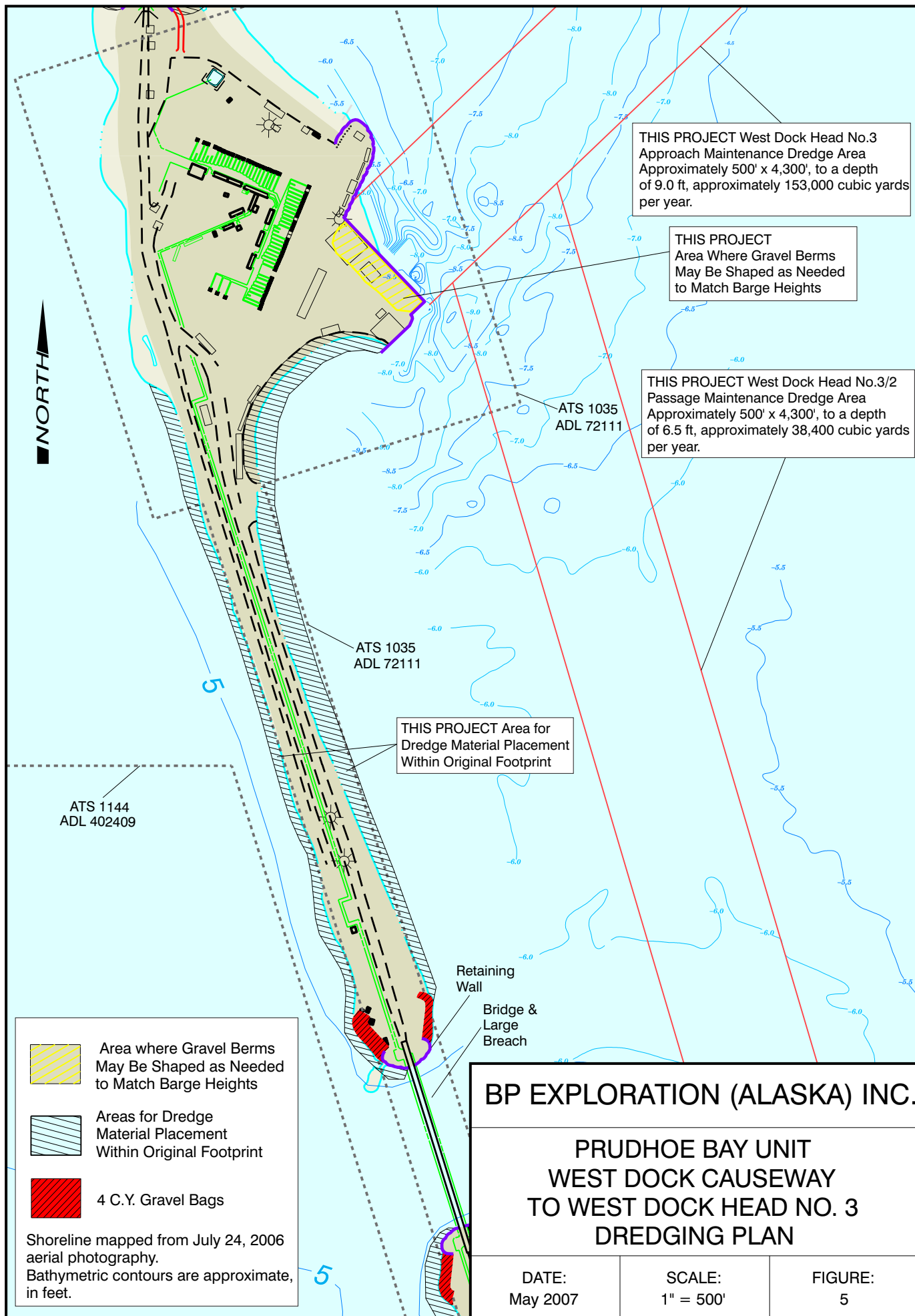
SCALE:
1" = 2 Miles

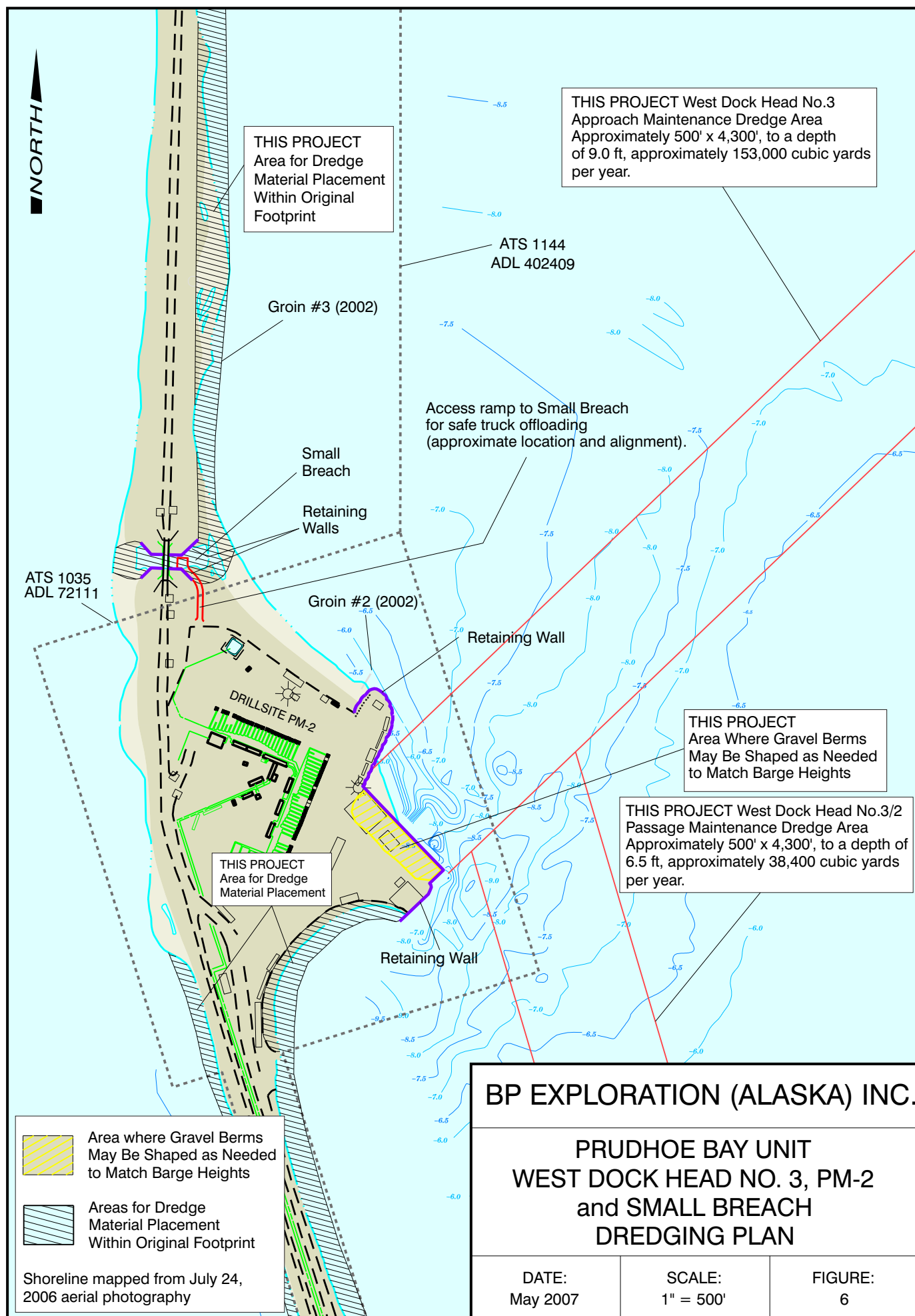
FIGURE:
1

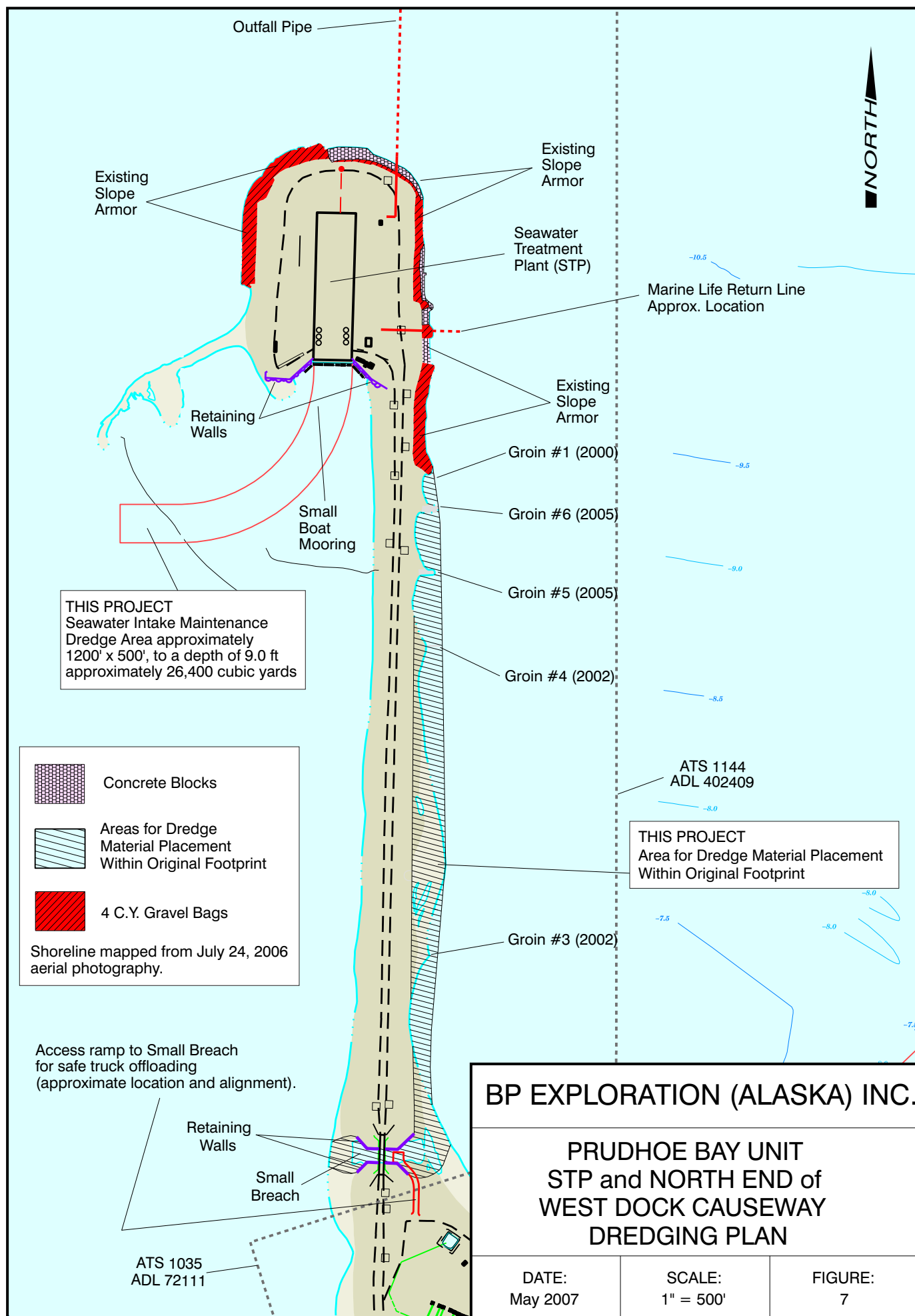












STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF PROJECT MANAGEMENT AND PERMITTING

OFFICE OF PROJECT MANAGEMENT AND PERMITTING
550 WEST 7TH AVENUE, SUITE 705
ANCHORAGE, ALASKA 99501-3559
PHONE: (907) 269-7470/FAX: (907) 269-3981

NOTICE OF APPLICATION
FOR
CERTIFICATION OF CONSISTENCY WITH THE
ALASKA COASTAL MANAGEMENT PROGRAM

Notice is hereby given that a request is being filed with the Office of Project Management and Permitting for a consistency determination, as provided in Section 307(c)(3) of the Coastal Zone Management Act of 1972, as amended [16 U.S.C. 1456(c)(3)], that the project described in the Corps of Engineers Public Notice No. POA-1979-291-00, Beaufort Sea, will comply with the Alaska Coastal Management Program and that the project will be conducted in a manner consistent with that program.

This project is being reviewed for consistency with the Alaska Coastal Management Program. Written comments about the consistency of the project with the applicable ACMP statewide standards and district policies must be submitted to the Office of Project Management and Permitting (OPMP). For information about this consistency review, contact OPMP at the address or phone number above, or visit the ACMP web site at <http://www.alaskacoast.state.ak.us/Projects/projects.html>.

STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION
DIVISION OF WATER
401 Certification Program
Non-Point Source Water Pollution Control Program

DEPARTMENT OF ENVIRONMENTAL CONSERVATION
WQM/401 CERTIFICATION
555 CORDOVA STREET
ANCHORAGE, ALASKA 99501-2617
PHONE: (907) 269-7564/FAX: (907) 334-2415

NOTICE OF APPLICATION
FOR
STATE WATER QUALITY CERTIFICATION

Any applicant for a federal license or permit to conduct an activity that might result in a discharge into navigable waters, in accordance with Section 401 of the Clean Water Act of 1977 (PL95-217), also must apply for and obtain certification from the Alaska Department of Environmental Conservation that the discharge will comply with the Clean Water Act, the Alaska Water Quality Standards, and other applicable State laws. By agreement between the U.S. Army Corps of Engineers and the Department of Environmental Conservation, application for a Department of the Army permit to discharge dredged or fill material into navigable waters under Section 404 of the Clean Water Act also may serve as application for State Water Quality Certification.

Notice is hereby given that the application for a Department of the Army Permit described in the Corps of Engineers' Public Notice No. POA-1979-291-00, Beaufort Sea, serves as application for State Water Quality Certification from the Department of Environmental Conservation.

After reviewing the application, the Department may certify there is reasonable assurance the activity, and any discharge that might result, will comply with the Clean Water Act, the Alaska Water Quality Standards, and other applicable State laws. The Department also may deny or waive certification.

Any person desiring to comment on the project, with respect to Water Quality Certification, may submit written comments to the address above by the expiration date of the Corps of Engineer's Public Notice.